

## Message Text

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PAGE 01 BONN 06946 291826Z

47

ACTION EUR-12

INFO OCT-01 ISO-00 EB-07 ACDA-05 IO-10 CAB-02 CIAE-00

COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 EURE-00

SSO-00 NSCE-00 INRE-00 USIE-00 PM-03 H-02 L-02 NSC-05

PA-01 PRS-01 SP-02 SS-15 /075 W

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O R 291813Z APR 75

FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 9738

INFO USMISSION USBERLIN

AMEMBASSY LONDON

AMEMBASSY PARIS

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E.O. 11652: N/A

TAGS: PFOR, EAIR, WB, US, UK, GW, FR

SUBJECT: IGS ROUTE DIVISION

REF: A. STATE 87458 B. BONN 6274

1. IN PREPARATION FOR BCATAG MEETING (SCHEDULED FOR APRIL 30) FONOFF REP JIRKA ASKED CAAS TO CALL AT HIS OFFICE APRIL 29 TO DISCUSS ROUTE SWAP PAPER. JIRKA SAID THE ONLY SIGNIFICANT AREA OF CONCERN FROM THE GERMAN POINT OF VIEW WAS THAT THE DIVISION OF ROUTES BETWEEN PAA AND BA MADE THE IGS PARTICULARLY VULNERABLE TO THE POSSIBILITY OF A CESSATION OF SERVICE BY ONE OR THE OTHER AIRLINE. SINCE THE FRG ATTACHES GREAT IMPORTANCE TO INSURING THAT ALL IGS DESTINATIONS WILL CONTINUE TO BE SERVED, JIRKA ASKED WHAT STEPS THE CAAS COULD TAKE TO PROVIDE ASSURANCE THAT THIS WOULD BE THE CASE. HE ADDED THAT THE FRG WAS NOT ASKING FOR ANY ADDITIONAL ASSURANCES ON THE PART OF ALLIED GOVERNMENTS WITH RESPECT TO THE MAINTAINANCE OF THE IGS, BUT RATHER SOME INDICATION THAT THE AIRLINES WOULD BE OBLIGATED TO PROVIDE

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PAGE 02 BONN 06946 291826Z

TION THAT THE AIRLINES WOULD BE OBLIGATED TO PROVIDE

SERVICE TO DESTINATIONS ORDINARILY SERVED BY THE OTHER  
SHOULD THIS PROVE NECESSARY.

2. BRITISH CAA GROVES REFERRED TO PARA 3 OF THE PROPOSED  
INTER-LINE AGREEMENT, POINTING OUT THAT THE CAAS HAD  
SATISFIED THEMSELVES THAT THE AIRLINES HAD EVERY IN-  
TENTION OF RE-INSTATING SERVICES WHEN NECESSARY. EMB  
ASST CAA SAID THAT THE RECORD HAD DEMONSTRATED THAT BOTH  
AIRLINES TOOK THEIR OBLIGATIONS VIS-A-VIS THE IGS EX-  
TREMELY SERIOUSLY, AND THAT CAAS HAD NO REASON TO BE-  
LIEVE THIS WOULD CHANGE UNDER THE PROPOSED ROUTE SWAP.  
THE IMPLEMENTATION OF THE ARRANGEMENT IN NO WAY AFFECTED  
THE BASIC PERMITS OF THE CARRIERS, THEREFORE THERE WOULD  
BE NO LEGAL OBSTACLES TO ONE OR THE OTHER AIRLINE RE-  
INSTATING SERVICES. ON THE OTHER HAND, IT HAD TO BE  
RECOGNIZED THAT THE CAAS COULD NOT FORCE AN AIRLINE TO  
FLY A ROUTE WHEN IT DID NOT WISH TO DO SO.

3. AFTER ADDITIONAL DISCUSSION EMB ASST CAA ASKED  
WHETHER THE GERMANS' REQUIREMENT WOULD BE MET IF THE  
CAAS' LETTER AUTHORIZING THE INTRODUCTION OF THE ROUTE  
DIVISION (A) REFERRED TO THE INTER-LINE AGREEMENT AS  
REPRESENTING THE TERMS UNDER WHICH THE ROUTE DIVISION  
IS IMPLEMENTED AND CITED PARA 3 OF THE AGREEMENT AS BE-  
ING OF PARTICULAR INTEREST TO THE CAAS (B) POINTED OUT  
TO THE AIRLINES THAT THEIR EXISTING PERMITS TO SERVE  
IGS DESTINATIONS IN THE FEDERAL REPUBLIC WOULD BE UN-  
CHANGED BY THE ROUTE DIVISION. JIRKA SAID HE THOUGHT  
THIS WOULD BE SUFFICIENT IF THE CAAS WOULD ALSO MAKE AN  
ORAL STATEMENT IN THE BCATAG THAT THEY WOULD MAKE EVERY  
EFFORT POSSIBLE TO SEE TO IT THAT THE AIRLINES OBSERVED  
PARA 3 OF THE AGREEMENT WHEN ONE CARRIER HAD TO CEASE  
OPERATIONS.

4. TWO OTHER MINOR GERMAN QUESTIONS WERE RESOLVED TO  
JIRKA'S SATISFACTION WITH A MINIMUM OF DISCUSSION.  
COMMENT: WE APPRECIATE THE GERMANS' CONCERN REGARDING  
THE POSSIBILITY OF HAVING A GROUP OF IGS DESTINATIONS  
UNSERVED DURING A PERIOD WHEN ONE OR THE OTHER AIRLINE  
MIGHT HAVE TO STOP OPERATING. WHILE IT IS CLEARLY  
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PAGE 03 BONN 06946 291826Z

NOT POSSIBLE TO COMMIT EITHER AIRLINE TO AN IRON-CLAD  
OBLIGATION TO PROVIDE SERVICE, WE THINK THE FORMULATION  
WORKED OUT ABOVE IS A REASONABLE WAY TO RESOLVE THE  
MATTER AND PROPOSE TO FOLLOW THIS SCENARIO.

HILLENBRAND

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## Message Attributes

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**Disposition Approved on Date:**  
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**Disposition Date:** 28 MAY 2004  
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